

AMENDMENTS TO THE CLAIMS

1. (Original) A roller skate with adjustable longitudinal dimension, comprising:

a truck having a sliding track on a top section and a plurality of wheels on a bottom section to provide sliding function for the roller skate;

a two-piece shoe cap which includes a toe cap and a heel cap that have respectively an anchor section and a sliding section located thereunder, the sliding section mating the sliding track; and

at least one adjusting bolt located on one side of the truck being depressible to release the anchor section of the toe cap and the heel cap anchored on the truck so that the toe cap and the heel cap are movable on the top section of the truck to adjust the longitudinal dimension of the roller skate.

2. (Original) The roller skate with adjustable longitudinal dimension of claim 1, wherein the anchor section has a first coupling section.

3. (Original) The roller skate with adjustable longitudinal dimension of claim 1, wherein the adjusting bolt has a sliding trough and a second coupling section.

4. (Currently Amended) The roller skate with adjustable longitudinal dimension of ~~claim 2, or 3~~ claim 2, wherein the

the first and the second coupling section is a jutting object which has equally spaced pitches.

5. (Original) The roller skate with adjustable longitudinal dimension of claim 1, wherein the adjusting bolt is coupled with an elastic element.
6. (Original) The roller skate with adjustable longitudinal dimension of claim 5, wherein the elastic element is a spring.
7. (Original) The roller skate with adjustable longitudinal dimension of claim 1, wherein the toe cap has a first sliding slot on a front side and a first fastening screw, the truck having a first anchor hole engageable with the first sliding slot and the first fastening screw such that the toe cap is slidable through the first sliding slot.
8. (Original) The roller skate with adjustable longitudinal dimension of claim 1, wherein the toe cap has a second sliding slot on a rear side and a second fastening screw, the heel cap having a third sliding slot, the second fastening screw passing through the second sliding slot and the third sliding slot to engage with a second anchor hole formed on a rear section of the truck to couple the toe cap with the heel cap and allow the toe cap and the heel cap to be slidable on the truck.